W 27/989-2

VFR TERMINAL AREA CHART
WASHINGTON

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1927
Topographic data corrected to June 1989

39TH EDITION *August 24, 1989*
Includes airspace amendments effective *July 27, 1989*
and all other aeronautical data received by June 29, 1989
Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for MARCH 8, 1990

WASHINGTON TERMINAL CONTROL AREA

See back of this chart for procedural information within the Washington Terminal Control Area (TCA)

70 ··· Ceiling of TCA in hundreds of feet MSL
25 ··· Floor of TCA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON WASHINGTON TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the colocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
ANDREWS AFB/NAF		CONTINUOUS	113.1 251.05	118.4 289.6	ASR/PAR
BALTIMORE-WASHINGTON INTL	BALTIMORE	CONTINUOUS	115.1 127.8	119.4 257.8	
DAVISON AAF		0600-2200 MON-FRI 0800-1600 SAT-SUN & HOL		126.3 229.4	ASR/PAR
DULLES INTL		CONTINUOUS	134.85	120.1 388.0	
EASTERN WV REGIONAL/ SHEPHERD	MARTINS-BURG	0800-2200 TUE-THU 0800-1600 FRI-SAT O/T SUBJECT TO ANG		124.3* 236.6	
MARTIN STATE NF	MARTIN	0600-2200		121.3 297.2	
NAS PATUXENT RIVER (TRAPNELL FIELD)	PATUXENT	0700-2300	276.2	123.65 344.4	ASR/PAR
PENTAGON AHP		0730-1730 MON-FRI O/T 2 HOURS PRIOR NOTICE		143.1 231.3	
PHILLIPS AAF		0600-2200 MON-FRI EXC HOL	108.4	126.15 229.6	
QUANTICO MCAF		0700-1700 MON, WED, FRI 1100-1700 TUE 0700-2300 THU	265.0	118.6 360.2	ASR/PAR
TIPTON AAF		0700-1600 MON, TUE, THU, FRI 0700-2200 WED 0800-1600 SAT		127.0 248.2	
WASHINGTON COUNTY REGIONAL	HAGERSTOWN	0630-2200 MON-FRI 0700-2200 SAT-SUN APR-SEP 0630-2000 MON-FRI 0800-2000 SAT-SUN OCT-MAR		120.3 265.7	
WASHINGTON NATIONAL		CONTINUOUS	132.65	119.1 257.6 120.75 (HELICOPTERS)	ASR

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

WASHINGTON TCA	124.2 269.0 (EAST)	119.85 322.3 (WEST)	
BALTIMORE ARSA	119.0 228.4 (020°-100°)	119.7 231.6 (101°-199°)	128.7 307.9 (200°-019°)
DULLES ARSA	126.1 384.9 (331°-090°)	124.65 390.9 (091°-240°)	120.45 390.9 (241°-330°)
NAS PATUXENT RIVER (TRAPNELL FIELD) RADAR	127.95 314.0 (010°-140°)	120.05 281.8 (141°-009°)	O/T 132.55 353.6 ZDC CNTR
PHILLIPS AAF RADAR	126.75 307.9		
QUANTICO MCAF RADAR	126.2 312.2	O/T 118.95 257.2 DCA	
WEIDE AAF RADAR	126.75 307.9		

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RMINAL AREA CHART
VASHINGTON

AIRPORT DATA

NAVIGATION AND COMMUNICATION BOXES

SURFACE INFORMATION | TOPOGRAPHIC INFORMATION

MISCELLANEOUS

MINAL AREA CHART
ASHINGTON

SCALE - 1:250,000

TERMINAL CONTROL AREA

ES ON WASHINGTON TERMINAL AREA CHART

OPERATES | ATIS | FREQ | ASR-PAR

RADAR APPROACH CONTROL FREQUENCIES

WASHINGTON TERMINAL AREA CHART

SECT W WARNING MOA MILITARY OPERATIONS AREA

TIME OF USE | CONTROLLING AGENCY

TIME OF USE | CONTROLLING AGENCY

12 5

WASHINGTON TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at the Washington National Airport and Andrews Air Force Base unless the pilot-in-command holds at least a private pilot certificate.
3. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
5. An operable VOR or TACAN receiver (except for helicopters).
6. A 4096 code transponder with automatic altitude reporting equipment.

NOTE. – ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the Washington TCA must be operated in accordance with ATC clearances and instructions.

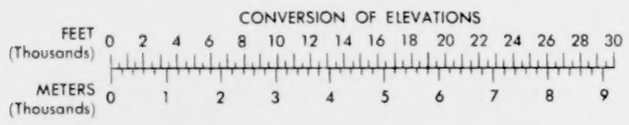
VFR Flights

1. Arriving aircraft should contact Washington Approach Control on specified frequencies and in relation to geographical fixes shown on the accompanying chart. Although arriving aircraft may be operated beneath the floor of the TCA on initial contact, communications should be established with Washington Approach Control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing are requested to advise Washington National Clearance Delivery or Andrews AFB Ground Control prior to taxiing of the intended route of flight and altitude.
3. Aircraft not landing/departing the Washington National or Andrews AFB may obtain clearance to transit the TCA when traffic conditions permit. Notwithstanding this, VFR transiting traffic is encouraged to the extent possible to fly beneath, above or around the TCA.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.



MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.